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# Order of Daedalians

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Frank P. Lahm, Flight 9

September 2003

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## SEPTEMBER MEETING: Wright "B" Flyer Hanger [Dayton-Wright Brothers Airport](#)

Third Tuesday, 16 SEP 2003, 1800 Social Hour, 1900 Dinner

This month's meeting will be at the Wright "B" Flyer Hanger at the Dayton-Wright Brothers Airport. (See *DIRECTIONS* on this page.) **Note the 30 minute early start time.** This will be cash or check transaction only; your Club Card or any other card will not be honored. This will be a catered event with beer and wine. An exact count is mandatory so reservations are a must. Walk-ins are risky. Bring your spouse or significant other. You may also consider inviting a potential candidate as a guest. Each paying customer receives a *DOOR PRIZE* chance for a ride in the Wright "B" flyer to be taken that night, weather permitting. ☎ Call our Provost Marshall, Mike Gingrich (426-5675) by 2100 hrs Sunday, 14 Sep. For those people who prefer E-mail, Mike will take E-mail reservations at [lahmreservation@cs.com](mailto:lahmreservation@cs.com). *Cancellations must be made*



*to avoid being billed for the price of the meal.*

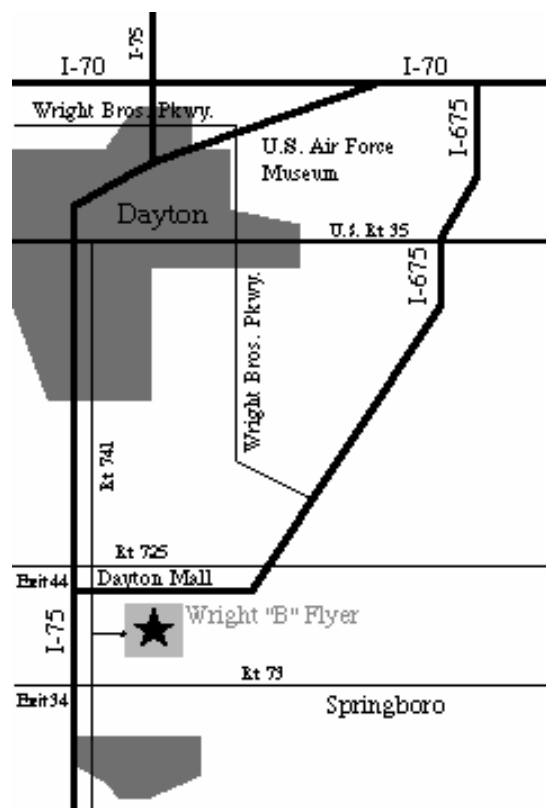



**Flight Captain's Log: 03-09:** For some reason, I hate to see Labor Day because I know summer is about to end. On the other hand, we do get some cooler weather and hopefully, we will have nice [and dry] weather for our last outing of the season at the Wright-B Flyer hanger. This meeting is coming quickly as the last meeting was a week late than usual. Peet Odgers has a super dinner he has arranged for and we should have a drawing for a flight on the Wright-B Flyer. That is a hoot! We should have some extra Convention coins to sell so bring some extra dollars and get them for grandkids and family members. Remember, get your reservations in early and this outing is for spouses and significant others.

The Springfield event last month was super and the Guard folks, as usual, did a great job. The weather was perfect for the F-16 flybys and we enjoyed their new facilities. For October, we return to the Club for Founders night. **Volabamus Volamus, Ron Hunt**



**NOTAM: Directions to Wright "B" Flyer Hanger:** *From the North:* From I-75, exit at SR 725. Turn left (East) on SR 725 then right (South) on Springboro Pike (SR 741). Go approximately three miles, airport on the left. *From the Northeast:* Take I-675 and exit at I-75 North. Exit at SR 725. Turn right (East) on SR 725 then follow the directions as above.. *From the South:* Take I-75 and exit at SR 725. Turn right to Springboro Pike (SR 741) and follow the directions as above.



 **NOTAM: Special Weapons Delivery, Over-the-Shoulder Toss:** During the late 1950s and early 1960s, just about any fighter aircraft capable of carrying a 2000 pound external store could be a potential tactical nuclear weapon carrier. This month begins a two-part story about my experience flying with two different Air National Guard (ANG) fighter squadrons which were assigned the Special Weapons Delivery mission.

### **Part I - the 170th Fighter Squadron, Illinois Air National Guard**

After a four year tour in the Air Force, I decided to return to school on the GI Bill, so in January 1957 I entered Parks College of Aeronautical Engineering in Cahokia, Illinois. Later the same year, I joined the 170th Fighter Squadron located at Capital Airport in Springfield, Illinois. At the time, the 170th's primary mission was Close Air Support (CAS) and was flying the F-84F "Thunderstreak." Although somewhat obsolete, the F-84F was a good, stable aircraft for the CAS mission. Our



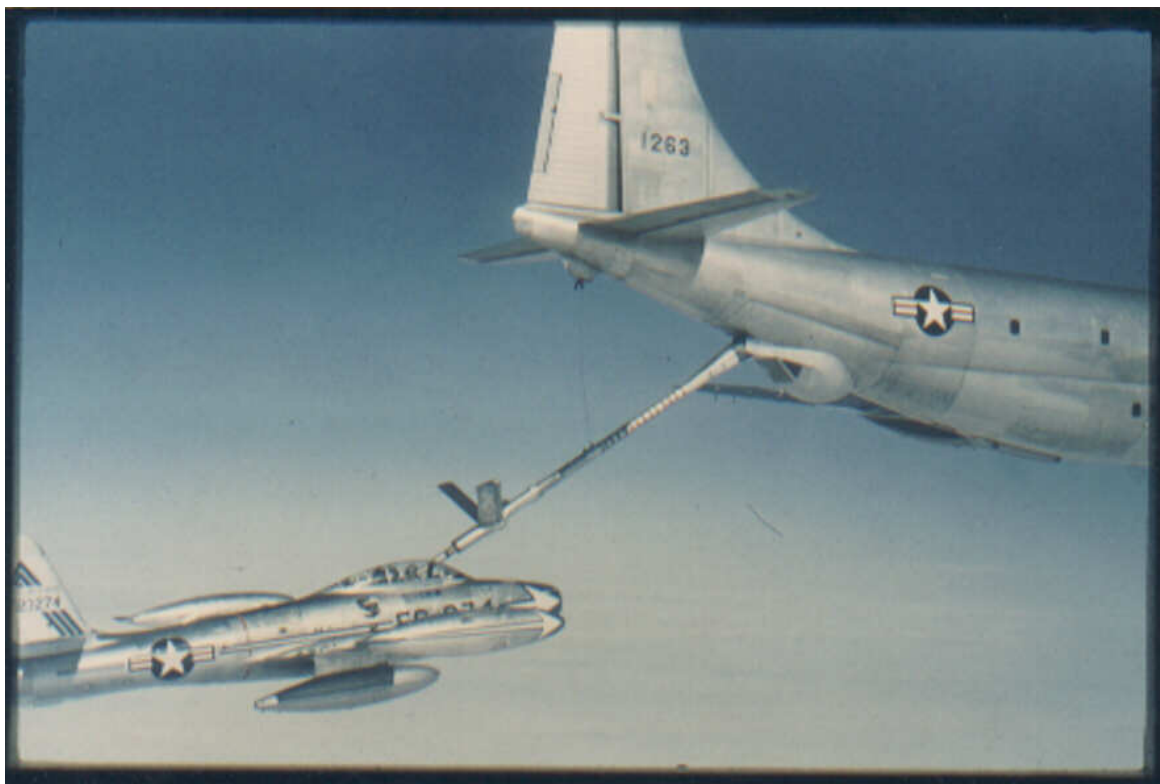
**Republic F-84F "Thunderstreak:"  
USAF Museum**

internal fuel capacity was only 550 gallons, but we also carried two 230 gallon external tanks. This gave us the capability to reach the air-ground range at Camp Atterbury located 30 miles south of Indianapolis, Indiana. For the next two years, we conducted our weapons delivery training on weekends at Camp Atterbury and in the summer the 170th deployed for two weeks to Phelps-Collins ANG Base just west of Apena, Michigan. From here, the air-ground range was only about a 15 minute flight further west at Camp Grayling, Michigan.

In 1959, the 170th was assigned the additional mission of Special Weapons Delivery (Nuclear). My only previous knowledge of a fighter unit with a special weapons delivery mission, was acquired during my active duty tour, 1955-'56 at Misawa Air Base in northern Honshu, Japan. While serving at Misawa in the 45th TAC Recon Sqn co-located on the same base was the 8th Fighter Bomber Sqn. The 8th had a special weapons delivery mission and was the only unit with this capability in northern Japan. The 8th pilots never spoke of their mission and we didn't ask them any questions due to the classified nature of their work. So, it was no surprise that this special weapons delivery mission was extended to reserve and ang fighter units. This was the era prior to the U.S. nuclear capable ICBMs and cruise missiles. The first task to accomplish the Special Weapons mission was to practice the maneuvers for a nuclear bomb delivery recommended for an F-84F. The recommended delivery maneuvers consisted of three types to maximize the escape distance after a nuclear blast. The first maneuver required the F-84F to fly over the assigned target at 20,000 ft, then perform a Split-S maneuver and ending up in a dive-bomb pass releasing the bomb, and egressing at 10,000 ft. The second delivery maneuver required a low altitude approach to a pre determined point at 500 knots. This was called the pull-up point. Then a 4-G wings level pull was accomplished resulting in an Immelman turn. The weapon attached to a special pylon was designed to automatically release to permit a forward toss toward the target, while the F-84F escaped away from the nuclear blast. The third method was to fly

directly to the target at 500 knots at low altitude while performing a 4-G wings level pull-up. At about 120 degrees above the horizon, the weapon automatically released and traveled about 15,000 feet before impacting the target. The maneuver was once again completed by performing an Immelman turn. This latter method was commonly referred to as an “over the shoulder toss”.

The Weapons Officer decided the “over the shoulder toss” method was the most practical to employ in order to ensure a strike effectiveness and survivability. As a start, it was decided to deploy a detachment of aircraft to Luke AFB, AZ and utilize the bomb ranges at Gila Bend Gunnery Range (now called Goldwater Range). Since these delivery maneuvers were essentially the same as performing acrobatics off the deck, it was felt the desert areas around the range provided a safe operating environment. I enjoyed flying to Luke because in 1954 I attended the air-ground gunnery school while flying the F-84E Thunderjet. During our training missions we did not carry any practice ordnance and thus concentrated in becoming proficient in performing the “over the shoulder toss” maneuver. Our first practice mission caused some concern by the Range Officer when he reluctantly cleared us onto the range because of an approaching thunderstorm. This was unusual because during my previous flying at Luke, I never saw a cloud in the sky. By the time we entered the range in echelon formation, there was a cloud layer about 900 feet that preceded the thunderstorm drifting across the range. From our inbound position we observed that the cloud layer was thin enough so it would be no problem in completing the mission. As we pulled up over the bomb circle from a left echelon to establish our pattern spacing, the Range Officer saw us disappear in the cloud layer but we assured him that the beginning of our practice run was still in the clear. The Range officer cleared us to continue but after each flight member completed several passes, the Range Officer reported rain. We did notice the main thunderstorm cell was moving in. About this time the Range Officer reported lightning strikes nearby so he called us and said, “You Thunderstreak guys better go home because I’m closing this range!” Fortunately, the remainder of the three days at Luke was uneventful with clear hot Arizona weather everyday.



After we re-deployed to our home base at Capital Airport, we started our next phase of special weapons delivery and began in-flight refueling with the KC-97. Although we were flying tactical fighters, our mission was becoming more strategic in nature. We began practicing the special weapons delivery maneuver at Camp Atterbury range in Indiana. We used the BDU-33 25 lb practice bomb for our training sorties. Prior to completing training and becoming mission-ready, I graduated from

Parks College. I then accepted a job at Wright-Patterson AFB which allowed me to continue flying F-84Fs with the 162nd of the Ohio ANG at Springfield, Ohio. Next month’s story will describe the ground school associated with nuclear weapons delivery and the employment of the MD-6. This weapon was a 2,000 lb. replica of an inert nuclear device filled with concrete.

**Marty Martinez**

### **Frank P. Lahm, Flight 9 Officers**

Honorary Flight Captain	Lt Gen Charles H. Coolidge, Jr.	Flight Captain	Ron Hunt	(937) 426-0867
Dep Flight Captain	Larry Bogemann (937) 322-0620 <a href="mailto:lbogemann@eirnet.com">lbogemann@eirnet.com</a>	Provost Marshall	Mike Gingrich	<a href="mailto:gerrymarie@aol.com">gerrymarie@aol.com</a> (937) 426-5675
Treasurer	Colin Kowalski (937) 426-9233 Work (937) 223-6111 <a href="mailto:cdkowal@attglobal.net">cdkowal@attglobal.net</a>	Adjutant	Craig Golart	<a href="mailto:mikegingri@cs.com">mikegingri@cs.com</a> (937) 429-1718 <a href="mailto:cgolart@earthlink.net">cgolart@earthlink.net</a>
<u>Committees</u>				
Membership	Bill Simmons (513) 398-3660 <a href="mailto:BSimmons@infinet.com">BSimmons@infinet.com</a>	Scholarship	Mark Tucker	
Junior ROTC	Jack Morris (937) 238-6640	Program	Bill Gotcher	(937) 320-4041
Flight Chaplain	Larry Hadley (937) 754-1958	Publicity	Dick Brubaker	(937) 252-9113
Flight Photographer	Dick Goodman. (937) 426-4161 Web Page:	<a href="http://afmc.wpafb.af.mil/flight-9/">http://afmc.wpafb.af.mil/flight-9/</a>		